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INTELLECTUAL FLUNKBYISM. There are few things in human nature, how ever great or noble in the abstract they may be, that have not a weak and, generally, a ridion lous side as well. Theories and practices, which in their highest development are capable of exciting admiration or awe, may, when looked at in another light and from a different point of view, be fair subjects for a laugh or for a sneer. In actual life the real always falls so deplorably short of the ideal, that persons who are moved by the best intentions possible, owing to the weakness of human nature in general, and the ungenial atmosphere of a stern matter-of-fact world, end by making a display which is either pitiable or absurd, or both. Grand enterprises and noble aims thus meet with most terrible talls. The motive may have been magnificent; but what is the result? Abstractedly considered, no position or purpose can be finer than those of the teacher who regards it as his peculiar mission to denounce every phase of heresy or error, and to inculcate at every opportunity the saving principles of truth. But sublime principles demand no ordinary exponent. What Socrates or St. Paul may have done with great effect, is somewhat feebly performed by a youthful though enthusiastic curate. Judicious anathematizing goes, it is true, a long way; but unfortunately a sub stratum of argument is needed as well. Again, what nobler ideal can there be than the self-denying hero who systematically mortifies the parts of his nature in order that his highest and most spiritual organs may be free from carnal lets and hugganees in the from carnal lets and htudrances performance of their proper functions? And yet the sight of an emaciated ecclesiastic who, in the recesses of some sumptuous saloon, delights to dwell upon the beauties of Gregorian chant, upon the charms of vestments and stoles, and upon Easter or Christmas decorations, before a select temale audience, is not exactly calculated to inspire emotions of the purest and most unmixed veneration. It is doubtless a very noble thing to win the applause of a gentle and appreclative sex, to be considered "exceedingly nice, and to know that in Lent, at any rate, one has the reputation of being so conscientious as to carry one's creed too far for one's physical welfare, to be convinced that one is the spiritual physician of countless teminine souls, and to and a rich reward in a bounteous supply of beautifully worked slippers and languishing But to the protane male observer there smiles. something bordering upon the laughable even in the mission of the "per-parson." in the same way, an endeavor to realize the contemplative life which Aristotle has described as so godlike and grand, to live purely for the beatitudes of intellectual rapture, unruffled by ordinary emotions, and careless of worldly prosperity, is as lotty as anything that could be wished. Unfortunately the external evidences of such an ex stence are apt to be strangely tinged with the ludicrous. The old story of Sir Isaac Newton sitting all night with one boot off, lost in the effort to solve some abtrase astronomical problem, or of the lover who in a moment of losophical abstraction so far forgot himself as to make a tobacco stopper of the fair one's finger, ought of course to fill the hearer's mind with sentiments of pro'ound veneration. As a matter of lact, however, irreverent numanity has a tendency to smile at such anecdotes. It is the fault of humanity; but it is to be feared that the error is irradicable. We may mention a tew instances of the weak side in cases in which the consideration of the intrinsic merit and nobleness is captivating enough. Among various methods that have been posed for the investigation of historical fact is one which endeavors to assign to every important event some distinct cause. Wars which have changed the fate of nations are thus referred to apparently insignificant motives of action—the caprice of a king, a courtier, or a mistress. Obviously there may be occasions in

which this method is attended with extreme utility; but at times it can become absurd. Si le nez de Cleopatre eut ete plus court toute la face de la terre averait change; and as the desumy of the world is here made to depend upon the nose of Cleopatra, so would the method of treatment represent a certain curtain lecture which King Darius received from his wife as the real origin of the wars between Persia and Greece, which form no unimportant epoch in the history of the world. Further following out these principles, we shall arrive at the basest conceivable form of here-worship, and with a certain kind of hero-worship we have to deal. There has been a great attraction to mankind at all ages, in fixing upon some one person as the representative and guider of society; and in speaking of opinions and principles, whose growth has been slow and gradual, as the products of the litetime of an individual, and the immediate fruits of his solitary induence. It not need much reflection to perceive whither such views are likely to tend. hero himself possessing such paramount weight upon events in general, everything that he does, or says, or thinks, will be suffused with a cer tain halo of splendor. He will no longer ordinary human being, but a kind of god, who can, by the nodding of his head or the turning of his little finger, affect the character of whole centuries to come. What he wears, what he eats, his sleeping and wears, what he eats, his sleeping and his waking hours, his walks, his wife, his children—all these will be legitimate subjects of interest and inquiry. Curious crowds will gaze at him in the streets, photographers will supplicate for a sitting, the Arabs of the town will

desire to touch even the hem of the garment of the great man. There are peculiar penalties attached to the possession of greatness, and to abroad he will occupy a somewhat similar position to that or the newly imported and caged wild beast, with this essential distinction—that, while we may fairly believe the dumb animal to be insensible to these attentions, the human hero is, like common mankind, sensible to discomforts and inconveniences. His house will be a sort of curiosity shop. The appearance of the windows, of the door, and of the door-step will be diligently studied. It is needless to say that an inundation of letters requesting autographs, or perhaps advice, will be forever streaming in upon him. His only solitude will be some chamber fastened with bolts and bars, and inaccessible to the human eye. The glare of day he must, if he wishes for peace, eschew, and, like the present Laureate, and other celebrities, take his walks abroad at night. Even after such a life, death can hardly be said to end his earthly troubles; memoirs, biographies, and reminiscences, hideous distortions of reality, will issue in rapid succession from the press Fulsome adulation will come from the pen of the joursome adulation will come from the pen of the jour-nalist and the lips of the preacher. Speculations will be entered upon as to the probable salvation of the great man's soul; and the question of his eternal misery or bliss will form the title of sensation sermons. A deep and secret signifi-cance will be discovered in every trivial act of his past existence. Whatever of good he said or did must not be interpreted in the same manner that would be permissible in the case of or did must not be interpreted in the same manner that would be permissible in the case of his fellow-men. This is not all, Perpetrators of versicles will do their worst to drag in his mame into every conceivable kind of metre, and to make it do duty as a rhyme with an infinite variety of sounds. It is at least fair that such a fate should be generally reserved for the time when, it may be charitably supposed, his ear is deaf to mortal praise or blame. It is taking a horribly unfair advantage to molest his lifetime with printed advantage to molest his lifetime with printed pamphlets, which set forth each particular that concerns his every-day doings, his personal ap-pearance, his aversions and his tastes, his pet weaknesses, and his special friends. Hitherto this species of publication has been confined, at any rate, to America, and there it has given no offense, for the simple reason that personality in transatlantic literature is not unfrequently considered equivalent to spirit and to point. In England we have always been careful to avoid any remarks in public writing or speaking which could at all be regarded as unduly laving bare

the private concerns of the great men of the

time. But in this latter, as in others, we have lately taken a lesson from our American cousins. The occasion of the inaugural andress of Mr. Thomas Carlyle at the Edinburah University, has cricited printed records of the inner life of the author of "Sartor Resartus," which are strangely at variance with our obsolete precon ceived notions of etiquette and good taste. speech itsel' has been republished in the form of a separate volume, with the addition of a brief freatise entitled "Preliminary," and a "Memoir," both forming, as we are told, "a very appropriate introduction." It is quite a mistake to suppose that Carlyle is "a gloomy misanthrope. Like Thackers,—and most other sensible authors—be has no disinclination to accept an invitation to a good dinner." Insensible authors—he has no dishedilation to accept an invitation to a good dinner." In-deed, he was quite infitely the guest of the lashionable young officers on guard at St. James' Palace, "who were delighted at having the great man amongst them—and in full talk, too."
And then, with a charming unreserve, the
author of these delightful pages informs us of
the manner in which Leign Hunt used to get into pecuniary difficulties, and in which Carlyle was always ready to give him a helping hand. Really, it is decyly interesting to be told that the great thinker wears "a brown coat, and dark born buttons, with a large slouched hat," and that one day he found himself in an own bus without threepence to pay the fare. Carlyle, it appears, always walks at night, 'carrying an enormous stice." on the possible services of which the writer of these pages, currously enough, devotes a lew interesting speculations. In the next place, we are told that the great man grooms his own horse, and a few lines lower down he is gracefully compared "to a skeleton guardsman." It is quite alarming to think of the amount of drudgery through which author must have passed during the collection of sufficient material for these "Preliminary" remarks. Indeed we cannot but suppose that he has made it his particular business to inquire of the little street-boys, shopkeepers, and organ-grinders of the neighborhood, what they have at past times known or seen of celetrity of Cheyne Row. Quite pathetic is the lament of the decadence of Chelsea as a fashionable district. It is distressing that so much greatness should have chosen to dwell in a locality, now, alas! sadly fallen from its old gentility. Subsequently we are treated to a very minute account of every peculiarity, in manner, character, frature, and voice, which distinguishes Mr. Carlyle. By the by it seems rather strange that the compiler of the "Me more should be so bewitchingly innocent as to quote a few lines from the "Latter Day Pamphiets," in which a denunciation of the "valet or "flunkey" world" is contained. However 'rumors of the outward world" seldom reach Mr. Carlyle in his back study in Upper Chevne Row, so that it is hardly possible for him to b disgusted or annoyed by these remarks.
Disgust is, indeed, the only sentiment which

ich offenses against delicacy and good taste call forth. Gossip, in an ordinary way, is little more than a mere waste of time, and is people who have plenty of leisure do not know what to do with themselves there is no real rea-on why they should not busy themselves little with their neighbors' affairs. But a printer collection of tittle-tattle about an intellectual celebrity deserves some protest. After all he is a man, and it is a little bit too bad to treat him as if he was a monster—some exceptional prodigy, whose movements and habits were in contradiction of the ordinary laws of nature. By all means, let the world in general have its innocent amusements, however insignificant and despicable they may be. Let persons dis-cuss among themselves the customs and characters of all who bear names great in science, literature, or art. But when such tille gossip is systematically promoted by the press the legitimate limit of free thought and free expression has been somewhat overstepped must be remembered that these pub literary appetite, and one which, if it spreads, will create an equally objectionable supply. It is the boast of an Englishman that "a man's house is his castle," and though there is not the least advantage to be gained in making a mystery of the daily life of any one, it is a matter to provoke some little indignation when nomestic privacy is pried into at the will of, and to suit the numour of, the inquisitive. may, perhaps, be some to say that the interest which the public take in the home life of the great and good is but the loyal expression of their enthasiastic admiration for their public characters and public writings; but even granting this, the fact still remains, that it is an enthusiasm which lamentably lacks discretion. What possible justification can there be for a restless craving to know how a man of note lives —what he wears, what he eats, when he walks out, and when he goes to bed? There is not the least objection to intelligent readers forming their conception of a writer's character from the stamp of his works; they may even go further, and conjecture whether their hero has light hair or dark; whether he drinks claret or beer. But do not let them seek to find i out from personal inspection, or when they have made their discovery think that it is their duty to give their knowledge to the world at large. The worship of intellectual power can do no harm; but when people would scru tinize the habits of intellectual men, they cease to reverence the mind, and degenerate into victims of foolish currosity and manufacturers of idle gossip. A child may be excused for wishing to know whether the author of his favorite fairy tale is really nothing more than a common man, or woman, with two legs, two arms, and a head, even as his father or mother has. But what is excusable, and possibly attractive in a child, is hardly creditable to an

But there have been other offenders in this matter, and not less reprehensible-the cheap press. If there is one feature in our modern society of which we are prouder than another, it is our daily penny newspapers, and the influence which they exert upon public thought and taste it is almost impossible to exaggerate. Within the last few years, and as, perhaps, the natural accompaniment of the modern "sensation leaders," there has been introduced into these omnipotent organs a very objectionable practice of attaching, in too many instances, some peculiarity in manner or appearance, to illustrious politicians as a kind of distinguishing feature. Thus we are told that it is the custom of some of the principal parliamentary speakers to assume a certain attitude, of others to eye the house in a particular manner; while some are in the habit of taking lozenges at stated intervals, and others have an awkward trick of falling asleep. This, however, is not a very important evil. But whatever liberty he may take with M.P.'s, the journalist can hardly be justified in introducing a detailed account of the domestic affliction which some eminent man has sustained, simply because it is an attractive theme for an article. And here, once again Mr. Carlyle has been the person sinned against. As is well known, Mrs. Carlyle died within a brief space of the delivery of the introductory address at Edinburgh; and, notwithstanding the fact that she may have been "a woman of no ordinary mark," it really hardly seemed decent in a writer in one of the most popular of the cheap daily papers to pass a few observations on her life and character. Is there to be no subject on which these remorseless purveyors of novelties will forbear to dictate? It may, of It may, of course, be a great consolation to "the bereaved and desolate husband" to know that he has obtained a "respectful tribute of heartfelt sympathy" from the Daily Telegraph. It may be very well to plead that "the bereavement which has made his home desolate is one that will touch with genuine sorrow the heart of every man and woman, not only in these islands, but wherever English litera-ture is dear;" but we cannot help thinking that the journalist had better have adhered to his first intention of not "somewhat rashly plucking aside the veil." To talk of a "cry of commiseration for the death of her who so ministered to the greatest living teacher of his countrymen, arising wherever the English lan-guage is spoken," is nonsense and bad taste as well. And the matter is made still worse when it is remembered what, according to the writer's own admission, is the peculiar nature of the "bereaved husband"—"lonely, tender, and yet almost saturnine," "Balm," and "healing," and "bruised and lacerated hearts," are expressions

which have such a strangely conventional sound,

adult public, or to an adult writer.

that they had, in such a case, have been better | left unsaid alt. gether.
We shalt do well zealously to guard against an Americanized periodical literature, and there have been one or two symptoms recently of a tendency in this direction. The reform debate produced several unpleasant amenities in jour ialism. Mutual recrimination of a somewhat demonstrative character occurred, but these might, in a great degree, have been the The instances to which alludon has been already made, display the tendency in its most dangerous light. Newspaper writers ought to remember that they are, after all, something more than mere gossip-mongers; and that they can do better than paint the affliction of a stricken widower, or the countenance of an angry sensior. Even effect may be purchased at too dear a price; and sensation is not the eno of all writing. As for the compilers of memoirs of literary celebrities, it may not be amiss to remand them that they will be performing their task more effectually by endeavoring to 9 18 oce the style and thought of their writ nes, than by an elaborate attempt at portrait pointing, or recounting the various employments of help beroes at various houses, their favorite choose ments, and their favorite dishes. A biographer has other duties to fulfil than those of a valet and consequently other tidings to give. Above all, it is quite possible to be spirited, minute, and accurate, without being obtrusively personal.—Temple Bar.

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This train connects at READING with East Pennsylvania Rallicead trains for Allentown, etc., and the Labau o Valley train for Harrisburg, etc., at PORT CLINTON with Catawista Railroad trains for Williamsburg, Look Haven, Fimira etc., at HARRIS-LUNG with Northern Central Cumberisand Valley, and Schuylkill and Susquebanna trains for Northumbertand, Williamsport, York Chambersburg, Finegrove, etc.

AFIER 900 N EXPRESS

Leaves Philagelphia at 2:30 P. M., for Reading Pottsville, Harrisburg etc., connecting with Reading and Celumbia Rairoadsrams for Columbia, etc.

READING ACCOMMODATION.

Leaves Reading at 6:00 A. M., atouping at all way stations a riving at Philadelphia at 5:00 P. M.; arrives in Heading at 7:55 P. M.

1 rains for Fulladelphia leave Harrisburg at 8:30 A. M., and Pottaville at 8:45 A. M., arriving in Philadelphia at 1:45 P. M., Pottaville at 2:45 P. M., arriving in Philadelphia at 6:45 P. M.

Leaves Reading at 7:50 A. M., and Harrisburg at 4:10 P. M., Pottaville at 2:45 P. M., arriving in Philadelphia at 6:46 P. M.

Leaves Reading at 7:50 A. M., arriving in Philadelphia at 6:46 P. M.

Leaves Reading at 7:50 A. M., arriving in Philadelphia at 6:40 P. M., arrived in Philadelphia at 6:40 P. M., arriving in Philadelphia at 8:40 P. M., arriving in Philadelp

Norket train, with passenger car attacted, teaves Philadelphia at 12 45 noon for Reading and all way stations. Leaves Reading at 11 30 A. M. and Downingtown at 12 30 P. M., for Philadelphia and all way stations. All the above trains run daily, undays excepted. Sunday trains leave Poltsville at 800 A. M., and Philadelphia at 315 P. M., Leave Philadelphia for Reading at 800 A. M., and Philadelphia to the Top and S. V. Lilly RailRoad.

Passengers for Downingtown and intermediate points take the Top and 815 A. M. and 5 0 P. M. trains from Philadelphia, returning from Downingtown at 625 A. M. and 12 30 noon.

NEW YORK EXPRESS FOR FITTSBURG AND THE Leaves New York at 9 A M., and 8:09 P.M., passing Reading at 1:05 and 11:59 A. M. and 1:48 P. M., and connecting at Harrisburg with Fernas vanits and Northern Central Railroad express trains for Pattsburg, Chloago, Wil isamaport, Finnira, Baitmore, etc.

Returning, express train leaves Harrisburg on service of the Pennsylvania express trains.

of the Pennsylvania express from Pittsburg, at 3 and 975 A. M. and 975 P. M., passing Reading at 449 and 10 52 A. M. and 11 30 P. M. and arriving in New York at 10 A. M. and 25 P. M. Steeping cars accompany these tains through between Jersey City and Pittsburg, with out thanks. out change mail train for New York leaves Harrisburg at 2:10 P.

M. Mail trait for Harrisburg leaves New York at 12 M., SCHUYIK ILL VALLEY EATLROAD. Trains leave Fortsylle at 7 and 11:39 A. M., and 7:49 F. M. tetureing from "amaqua at 7:35 A. M. and 1:49 P. M. retureing from "smaqua at 735 A. M. and 149 and 418 P. M. retureing from "smaqua at 735 A. M. and 149 and 418 P. M. SCE UYLKILL AND SUSQUERANNA RAILROAD.
Trainsleave Auburn at 730 A. M. for Pinegrove and Harrisburg and 150 P. M. for Pinegrove and Tremont, returning from Barrisburg at 250 P. M., and from Tremont at 735 A. M. and 525 P. M.

Through first-class richers and emigrant fickets to all the principal points in the North and West and Canada. The following tickets are obtain able only at the office of S. BRADFORD. Treasurer, No. 227 S. FOURTH Street, Philadeiphua, or of G. A. NICOLLS, General Superintendent, Benaing:—

COMMUTATION TICKETS

At 25 percent, discount, between any points desired, for ramilles and firms.

MILEAGE TICKETS.

Good for 2060 miles, between all points, \$5250 each, for families and firms.

SEASON TICKETS.

For three, six, alme, or tweeve months, for holders

For three, six, while, or twelve months, for holders only, to all points, at reduced rates.

Residing on the line or the road will be furnished cards entitling the medical manner of the ker at half fare.

EX: Ukslon 71(KEIS

From Philadelphia to principal statical, good for Saturday, Sunday, and Monday, at reduced fare, to be had card the Jicket Office, at THIRTENTH and CALLOWHILL Streets

FREIGHT—Goods of all descriptions forwarded to all the above points, from the Company's new Freight Depot, BROAD and WILLOW Streets.

FREIGHT TRAINS

Leave Philadelphia only at 5 30 A M., 12 45 noon, and e. P. M., for Reading, Lebanon, Harrisburg, Potsaville Port Clinton, and all points beyond.

Close at the Philadelphia post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 315 P. M.

HILADELPHIA, GERMANTOWN, AND NORMISCOWN RAILSIOAD.
On and a ter WEDNESDAY, May 15, 1866,

Leave Philadelphia 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3, 10, 23, 4, 5, 5%, 6, 7, 8, 9, 10, 11, 12 P. M.
Leave Germantown 6, 7, 7, 8, 8, 8, 20, 9, 10, 11, 12 A. M.
1, 2, 3, 4, 4%, 6, 0%, 7, 8, 9, 10, 11 P. M.
The 82 cown train, and 3% and 5% up trains will no stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia 9, 10, A, M., 2, 3, 5, 8, 10% P. M.

Leave Philadelphia 5:10 A. M., 2 3 5, 5, 10% F. M. Leave Germantown 8 A. M., 1 4, 6% 9% P. M. CHESNUT BILL RAILROAD. Leave Philadelphia 6, 8, 19, 12 A. M., 2, 3% 5%, 7, and H.P. M. and Il P. M.
Leave Chesnut Hill 7:10 minutes, 8, 940, 11:40 A. M.
149, 340, 540, 6:40, 8:40, and 16:40 minutes P. M.
ON SUNDAYS.
Leave Philadelphia 9:10 minutes A. M., 2, 4, and 8 P. M.
Leave Chesnut Hill 7:40 minutes A. M., 12:49, 6:40, an

Leave Chesnut Him 740 minutes A. M., 1249, 640, an P.25 minutes F. M.
F. E CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia 6 835 minutes, 1195 A. M., 18, 45 58, 68, 869 minutes, and 118 P. M.
I cave Norristown 53, 7, 759, 9, 11 A. M., 18, 456 58 and 68 P. M.
The 55 P. M. train will stop at School Land, Wissa hickon, Manayunk, Spring Mill, and Conshohocken only ON SUNDAYS.
Leave Philadelphia 9 A. M., 28, 4 and 78 P. M.
Leave Norristown 7A. M. 1, 58, and 8 P. M.
Leave Philadelphia 6, 8 35 minutes, 1195 A. M., 18, 455 58, 608, 845, and 118 P. M.
Leave Manayunk 68, 78, 826, 98, 118, A. M., 2, 5, 6% 88; P. M.
ON SUNDAYS.

ON SUNDAYS.

Leave Philadelphia 9 A. M. 24, 4, and 74 P. M.

Leave Munayuna 14 A. M. 15, 6, and 98 P. M.

W. S. WILSON, General Superintendert,

Phepot KINTE and GREEN Streets

NORTH PENNSYLVANIA RAILROAD,—
FOR BETHLIBEM DOYLESTOWN MAUCE
FORR, EASTON, WILLIAMSPORT, and WILKES,
BARRY. BARRE. At 730 A. M. (Express), for Bethlehem, Allentown Mauch Chank, Enzieun, Williamsport, and Wilkes barre.
At 2:30 F. M. (Express), for Bethlesem, Easton, etc., reaching Easton at 6:45 P. M.
At 5:15 P. M., for Bethlehem, Allentown, Mauer Chunk.

Chunk.
For Doylestown at 835 A. M., 2-39 and 4-18 P. M.
For Fort Washington at 10 A. M. and 11 F. M.
For Lansdale at 6-15 P. M.
White care of the Second and Third Streets Line City
Passenger Cars run direct to the depot.
TRAINS FOR PHILADELIFIA.
Leave Bethlebem at 6-20 A. M. and 12-75 Noon, and
6-18 P. M.

Leave Bethletem at 5 20 A. M., 2 15 and 5 30 F. M.
Leave Boy estown at 6 40 A. M., 2 15 and 5 30 F. M.
Leave Boy estown at 6 60 A. M.
Leave Landale at 6 60 A. M.
Leave Fort Washington at 10 50 A. M., and 2 15 F. M.
Philadelphia for Doviestown at 2 50 F. M.
Fhiladelphia for Doviestown at 2 50 F. M.
Dovlestown or Philadelphia at 2 30 A. M.
Bethlebem for Philadelphia at 4 30 F. M.
I broach Tickets must be procured at the ticket offices.
THIRD Street, or BEHRS Street.

ELLIS CLARK, Agent. W EST JERSEY RAILROAD LINES, FROM

W EST JERSEY RAILROAD LINES, FROM toot of MARKET Street (Upper Ferry), commencing TUESDAY, August 3, 1883

8 A. M. Mail for Bridgeton, Salem, Millville, and all intermediate stations.

3 P. M. Mail for Cabe May, stopping at Weedbury and Glassboro, and all stations been Glassboro. Due at Cabe & av. 709 P. M.

3 30 P. M. Passenger, for Bridgeton, Salem, and all intermediate stations.

6 P. M. Woodbury Accommodation.

J. VAN RENSSELAER, Superintendent.

Freight will be received at Second Covered Wharf below Walnut street, from 746 A. M. until 500 P. M. That received before 9 60 A. M. will go through the same day.

That received before 9 to A. M. will go through the same day.

Freight Delivery, No. 228 S. DELAWARE Avenue.

The West Jersey Express Company will attend to all the usual branches of Express business. A Special Messenger accompanies each through train. Office, No. 5 WALNUT Street Philadelphia.

RETURNING TRAINS.

Leave Cape May at 8 to A. M., Andl. stopping at all Stations on C. M. & M. B. E., and Vinciand, Glassboro, and Woodbury. Due 11 37 A. M.

Leave Stiggeton, 7 15 A. M. and 3 50 P. M.

Leave Salem 7 A. M. and 3 50 P. M.

Leave Millville 655 and 944 A. M. and — P. M.

J. VAN BENSSALAER, Superintendent, West Jersey, Salem, and Cape May, and Millville R. Re

West Jersey. Salem, and Cape May, and Miliville R. Ra

1866 — PHILADELPHIA AND ERIE RAIL.

1866 — Road. — This great line traveness the Northern and Sorthwest Counties of Pennsylvania to the City of Erie on Lake Erie. It has been leased and is operated by the Pennsylvania Railread Company.

1866 — PHILADELPHIA.

1866 — Road May and Market Street Series Mail and Is operated by the Pennsylvania Railread Company.

1867 — The Passengle Trains AT PHILADELPHIA.

Arrive Eastward—Erie Mail Train, 7 a. M.; Erie Express Train 12 M.

Leave Westward—Erie Mail, P. M.; Erie Express Train 12 M.

Fassenger cars run through on the Erie Mail and Express trains both ways between Philade phila and Erie.

KEW YORK CONNECTION.

Leave New York at 9 A. M. arrive at Erie 9 30 A. M.

Leave Rev York at 9 A. M. arrive at New York 410 P. M.

Leave Erie at 445 P. M., arrive at New York 410 P. M.

Eleg ant Sleeping Cars on all the night trains.

For information respecting passenger business, apply at corner THIRTIE iH and MARKET Streets. Phila.

And for treight business, of the Company's Agants, 8.

B. Kingston, Jr., corner Thirteenth and Market streets. Philadelphia; J. W. Reynolds, krie; William Brewn, Agent R. C. R. R., Baltimore.

H. H. HOUSTON, General Freight Agent, Phila.

H. W. GWINNER, General Ticket Agent, Phila.

A. L. TYLLER G. craibup. Williamsport.

RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AND BALL TIMORE EALLEGAD.

Commencing MONDAY, July 2: 1886. Trains will leave Depot. corner of BROAD Street and WASHING-TON A venue, as follows:

Express Train at 415 A. M. (Mondays excepted), for Baltimore and Washington at opening at Chester, Williamington. Newark, Ekton Northeast, Perryville, Newm. de Grace. Aberdeen, Perryman's, Magnelia, Chase's and Stemmer's Run. Stemmer's Run.

Way Mail Train at \$15 A. M. (Sundays excepted), for
Builtimere, stopping at all regular stations between Padindelphia and Baltimore.

Delaware Railroad Train at 2 A. M. (Sundays excepted), for Princess Anne, Milford, and intermediate stations.

Express Train at H 45 A. M. (Sundays excepted), (or Battimore and Washington.

Express Train at 3 P. M. (Sundays excepted) for Battimore and Washington, stopping at hester, Claymont, Wilmington, Newsra, Elkton, Northeast, Perryvilla, Havie de Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Rual

Night Express at H P. M., for Baltimore and Washington. leton.
Yassengers by Boat from Bakimore ter Fortress Mose Norick, City Point, and Behmond, will take the 11 45 A M train.
WILMINGTON ACCOMMODATION TRAINS.
Stopping at all Stations between Philadelphia and Wil-

mington.

Leave Philadelphia at 9 A. M., 12 39, 4 39, 5, and 11 39

P. M. The 4 39 P. M. train connects with Delaware
Railroad for Harrington and intermediate stations.

Leave Wilmington at 30 715 and 9 30 A M., 4 and 6 30

P. M. The 7 15 A. M. train will not stop at stations
between Chester and Philadelphia.

Trains for New Castle leave Philadelphia at 9 A. M.,

30 and 6 P. M.

THROUGH TRAINS FROM BALTIMORE

Leave Wilmington at 11 A. M. 4 36 and 19 P. M.

CHENTER FON PHILADELPHIA.

Leave Chester at 7 28, 7 55, 19 14, and 11 40 A. M., 4 48,

5 10, 726, and 10 36 P. M.

FROM BALTIMORE TO PHILADELPHIA.

Leave Relimore 7 5 A. M., Waw-mail. 9 30 A. M.,

Express. 1 10 P. M., Express. 6 35 P. M., Express. 8 35

P. M., Express.

Express 149 P. M. Express 635 P. M. Express 92 P. M., Express 932 P. M

de phia.

SUNDAY TRAINS.

Express Train at 4:5 A. 2a. for Baltimore and Washington s'opping at t bester, Wilminston, Newark. Blkton, Nor heast Perryville. Havre-de-Grace, Aberdeen, Perry man's Magnola, conser's, and Stemmer's Run.

Night Express. Il P. M. for Baltimore and Washington Accommodation Train at 11 30 P. M. for Wilmington and intermediate stations.

BALTIMORE. FOR PHILADELPHIA.

Leave Faltimore at 8:25 P. M., stopping at Havre-de-Grac. Perryville, and Wilmington. Also stops at Eikton and Newark (to take bassengers for Phi. Adelphia and leave passengers from Baltimore) und theater to leave passengers from Baltimore or Washington.

Accommedation Train from Wi mington for Philadel his and intermediate stations at 5 % P. M. H. F. KENNEY, Superintendent. TOR NEW YORK,—THE CAMDEN AND Amboy and Phinaelphia and Trenton Restroad on pany's Lines.

FIGM FHILADELPHIA TO NEW YORK and Way Places, from Walnut Street Whatf, will leave the colours, vist.—

as follows, viz:-At 5 A. Id., via Camden and Ambey, Accommoda-

The 646 P. M. Line will run daily. All others Sundays excepted.

At 730 and 11 A. M., 3 530 430, 5, and 645 P. M. a. d. a idnight, for Bristol, Trenton, etc.

At 7 and 10 15 A. M. 12 M. 3 4.5, and 64 P. M., for Cornwell's Torrisdale Holme-burg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 10 15 A. M. and Bristol, Schenck's, Eddington, and 81 M. for Holmesburg and intermediale stations.

At 730 A. M. and 330 P. M. for Niagara Falls, Buffals, Dunkirk Canandaly and Fimirs, Ithaca, Owego, Becker et Binghempton, Oswego, Syracuse Great Bend, Montrose Wilkesbarre Seranton Stoudsburg, Water Gap, Ichvidere, Easton, Lembertville, Flemington, etc. The 330 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethle hem etc.

hem etc. At 5 F. M. for Lambertville and intermediate stations. June 1, 1866. WILLIAM H. GATZMER, Agont.

DENNSYLVANIA CENTRAL RAILROAD. The Trains of the Fennsylvania Central Railread leave the Depot at Thirty-first and Market streets, which is reached by the cars of the Market Street Passenger Railway, running to and from the Depot. The last car leaves Front street about 30 minutes prior to the departure of each Trains.

On Sundays—Cars leave Eleven'h and Market streets 45 minutes before the departure of each Trains. Mann's Baggage Express will call for and deliver Baggage at the Depot. Orders left at the Office, No. 631 Chesnut street, will receive attention.

TRAISS LEAVE DEPOT, VIZ. :-Mail Train
Day Express
Fast Line and Eric Express
Fast Line and Eric Express Entrisbury Accommodation.
Lancaster Accommodation.
Paoli secommodation No. 2
Phitsburgh and Eric Mai.*1. Paul Accommodation, No. 3. at 1006
Philadesphia Papiessi. at 11:19

TRAINS ABBUVE AT DEPOT. VIZ.:

Cincinnati Expressi. at 12:40 A. M.
Philadesphia Expressi. at 7:10
Paul Accommodation, No. 1. at 820
Columbia Trais. at 900
Lancaster Trais. at 19:00
Lancaster Trais. at 19:00
Lancaster Trais. at 19:00
Lancaster Trais. at 12:40 P. M.
Fast Line. at 1:40
Paul Accommodation, No. 2. at 4:10
Paul Accommodation, No. 3. at 7:36
Paul Express. at 5:70
Paul Express. at 5:70
Paul Express. at 5:70
Paul Express. at 7:36
Paul Express. at 7: Paoli Accommodation, No. 8..... Philaderphia Express; at 10 06

REIGHT LINES FOR NEW YORK AND Fail the Stations on the CAMDEN and AMBOY and connecting Rationals. In Cheased Despatch.
The Cambeen and Amboy and Connecting Rationals. In Cheased Despatch.
The Cambeen and Amboy Railroad And The Thansfor and The Cambeen and Thanse for New York will leave Walnut Street what at 6 o'clock P. H. daily (Sundays excepted).
Freight must be delivered before 4% o'clock, to be farwarded the same cay.
Meturning, the above lines will leave New York at 12 noon, and 4 and 8 P. M.
Freight for Trenon. Princeton, Kingston, New Brunswick, and al points on the Camden and Amboy Radional, and a same cay the Burlington and Mount Hody Railroads, received and torwarded up to 1 P. M.
The Belvidere De aware Reliroad connects at Philipping with the Lehigh Valley Railroad, and at Manualachus with all points or the De'aware, Lackawanna, and Western Railroad, forwarding to syracuse, Buffisto, and other roints in Western New York
The New Jersey Railroad connects at Elizabeth with the New Jersey Central Railroad, and at Nowerk with the Morris and Essex Railroad.

A silp memorandum, specifying the marks and numbers, shippers, and consipees, must, in every matance, be sent with each load or goods, or no receipt will be given.

N. B.—Increased iscilities have been made for the

given.

N. B.—Increased iacilities have been made for the transportation of live stock. Provers are invited to try the route. When stock is turnished in quantities of two carloads of more, it will be delivered at the foot of Fortieth street near the Drove Yard, or at Pier Ne. 1.

North River, as the shippers may designate at the two of shipment. For terms, or other information, apply to
WALTER FREED AN, Preight Agent,
No. 226 S, DELAWARE Avenue, Fulladelphia

No. 225 s, DELAWARE Avenue, Philadelphia

ORANGE AND ALEXANDRIA RAILROAD

On and arter MONDAY, February H. two daily trains will run between Washington and Lynchburge, connecting at Gordonsyl le with Virginia Central Railroad trains to and from Richmond as follows:

MAIL TRAIN.

Leave Washington daily (bunday excepted), at 6.45

A. M., and arrive at Lynchburg at 5.45 P. M.

Leave Lynchburg at 7 A. M. and arrive at Washington at 5.25 P. M.

EXPRESS TRAIN.

Leave Washington delly (including Bunday) at 5.35 P.

M. and arrive at Lynchburg at 6.00 A. M.

Leave Lynchburg at 6.30 P. M. and arrive at Washington at 6.10 A. M.

Both trains making close connections at Lynchburg for all points South and Southwest, and at Washington for North and Northwest.

First-class sleeping cars attached to the night, frains.

First-class sl